

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:44 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 303 Const Calendar Day: 610 Date: 11-May-2011 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Overcast in the AM to sunny in the w/high windsWorking Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

- See Chris Havel and Abbas Iranmanesh's diaries for more details regarding ABF and Macalloy's equipment, labor, and operations for stressing (100% of Pjack) the North W2W Hinge K Macalloy rods.
- Abbas Iranmanesh's diaries for more details regarding Conco's equipment, labor, and operations for clean-up work for the west deviation saddle grout pad. Also for ABF's equipment, labor, and operations for the removal of the erection gantries for the W2E west deviation saddle.
- Assisted Chris Havel with monitoring the Hinge K Macalloy rod stressing operation.

☐**04-0120F4 Bid Item: 060 E-W2C-WDS.060 E Line W2 Cap West Deviation Saddle**

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	FOR	JERRY KUBALA	1.00	0.00	0.00	1.00		<input type="checkbox"/>
Ironworker	JNM	RIGOVERTO GARCIA	1.00	0.00	0.00	1.00		<input type="checkbox"/>
Ironworker	JNM	ROBERTO HERNENDEZ	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Ironworker	APP	MARIO MARQUEZ	1.00	0.00	0.00	1.00		<input type="checkbox"/>
Ironworker	APP	JOHN CALZASCIA	1.00	0.00	0.00	1.00		<input type="checkbox"/>

**Diary:**

Dispute

**Work description.** 060 E-W2C-WDS.060

The following equipment was used for stressing the W2E west deviation saddle:

//Boltight Pump//

1.) Serial Number = 63622-2222000136 and Type = BT1507

//Boltight Jacks//

Jacks used on the top portion of the W2E west deviation saddle:

1.) RN# = 1511

2.) RN# = 4064

Jacks used on the bottom portion of the W2E west deviation saddle:

1.) RN# = 1517

2.) RN# = 1512

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### ***Daily Diary Report by Bid Item***

**Job Name:** 04-0120F4

**Inspector Name** Bruce, Matt

**Diary #:** 303

**Date:** 11-May-2011 **Wednesday**

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The following are the general comments related to the stressing operation:

- 1.) The final stressing at the W2E west deviation saddle was completed for the remaining 28 anchor rods. The outermost column of 4 anchor rods in Setup #5 towards the jacking saddle was completed. All the anchor rods in Setups #6, and 7 were also completed today. ABF ironworkers commenced removing the erection gantries after the stressing operation with out officially consulting Caltrans Engineers.
- 2.) The anchor rods were stressed to 100% Pjack at a gauge pressure of 17,250psi. This was done at least twice on all rods until there was minimal or no movement in the nut to mitigate seating losses.
- 3.) The ironworkers applied the proper gauge pressure of 17,250psi throughout the stressing operation.